

I operate an FBO in Somerset Ky. I also have a Stearman Bi-Plane, On weekends we fly at airshows and fly-ins through out the midwest giving rides in the Stearman as well as Cessna 172's and 182's. All pilots are Commercial or better, are on a drug screening program, are aircraft are on 100 hour inspection programs and are inspected quite often by the FAA with no problems of the last three years. We charge for these rides ,make money and pay a portion back to the organization to help fund the event. Your new rule would stop community fly-ins and stop a major portion of our income. We started a 135 certification process over 1 year ago with the Louisville FSDO and to date they have not had time to act on it and return few of calls. How are you going to pull this certification process contained in this document off in a timely manner. We provide rides to many first timers that go on to become pilot just like I did after my first ride in 1964. Minimum Altitudes of 1500'agl is to high for a Bi-plane, these are short rides that many of us give and time to climb may be an issue as well as the temp at 1500' in an open cockpit may be quite cool. In your document you noted over a 7 year period part#91 operators had 38 fatalities and part 135 operators had 72 fatalities. LEAVE THE FAR'S ALONE! ENFORCE THE RULES YOU HAVE! most of the fatalities you cited were part 135 ops or in Hawaii. Get the FsdO that covers Hawaii to do there jobs. This is a wkonderful country and I hate to see bureaucracy ruin it.